

THE HALL BROTHERS OF PORT BLAKELY

In past LOG CHIPS we have given some accounts of the leading wooden shipbuilders of California (Bendixsen, Turner) and of Oregon (Simpson, Kruse & Banks). We come now to the foremost wooden shipwrights of the state of Washington, the firm of Hall Brothers.

The Halls, Isaac, Winslow G., and Henry Knox, were natives of Cohasset, Mass., a fishing village and summer resort on the southern shore of Boston Bay, guarded by Minot's Ledge. Here and at Medford, Mass., they learned shipbuilding and rose to be master carpenters. The record of their shipbuilding on the East Coast is not pertinent to this story, and will be treated later in LOG CHIPS.

The Halls came to San Francisco during the Civil War period; it is recorded that Henry K. Hall was a leadingman at the Mare Island navy yard during this time. They were in business as shipwrights more or less independently, and among the vessels they built at San Francisco were:

1863 SARAH LOUISE	2m.Sch	78(o)	"Hall"
1869 CALIFORNIA	"	119	Winslow H.
1869 STRANGER	"	124	Isaac H.

In 1873 Isaac Hall took a gang of men and went north to Puget Sound with a contract to build a two-masted schooner of 107 tons for San Francisco owners. Completed in the early part of 1873, the schooner was christened Z.B. HEYWOOD, and was owned by Ferdinand Gee $\frac{1}{4}$, Hendrik Winkelman $\frac{1}{4}$, S.H. Harmon $\frac{1}{8}$, Z.B. Heywood $\frac{1}{8}$, and John F. Lorenz (her master) $\frac{1}{4}$. She was lost 15 years later at the mouth of the Navarro River, California.

After delivering the Z.B. HEYWOOD, Isaac worked for a time as a journeyman shipwright on the barkentine S.M. STEWSON, building at Port Madison, and then returned to San Francisco. Impressed with the advantages of building ships near the mills, where choice timbers could be procured much more cheaply than at San Francisco, Isaac persuaded his brother Winslow to enter into a partnership with him. It was arranged that Winslow would remain in San Francisco, where he would attend to the design work, seek contracts from prospective owners, and arrange for procuring the sails, cordage, fastenings, and other materials that could not yet

be obtained in the Northwest. The first order from the new firm was placed by the same group that built the Z.B. HEYWOOD, and the resulting product, the schooner ANNIE GEE, was a well-known and efficient lumber carrier until her loss in 1897.

Following is the list of vessels built by Hall Brothers at Port Ludlow:

	1874	(owners)
ANNIE GEE	2m.Sch	154 Winkelman, etc.
ELLEN J. MCKINNON	"	69
TWILIGHT	"	184 Nissen Bros.
JESSIE NICKERSON	"	184 S. Bonifield
PIO BENITO	3m.T/S Sch	277 (lost 1875)
	1875	
ANNIE LYLE	2m.Sch	195 (lost 1875)
CASSIE HAYWARD	"	197 Hayward, etc.
IDA SCHNAUER	"	215 "
EMMA UTTER	3m.Sch	279 Utter, etc.
WILLIAM L. BEEBE	"	296
LA GIRONDE	2m.Sch	204 J. B. C. Genereaux
AMERICAN GIRL	"	225 S. J. Benson
	1876	
COURSER	3m.Sch	357 H. A. Thompson
PREMIER	3m.Sch	307 Geo. Fritch
REPORTER	3m.Sch	350 W. G. Hall
QUICKSTEP	Bktn	423 W. G. Hall
	1877	
HUENEME	3m.Sch	364 W. G. Hall
WAILALE	2m.Sch	76 (Hawaiian)
WAIHEU	2m.Sch	60 (Hawaiian)
MARY E. FOSTER	2m.Sch	116 T. R. Foster
LIPOLIHO	2m.Sch	122 T. R. Foster
	1878	
CATHARINE SUDDEN	Bktn	386 Hall Bros.
LUKA	2m.Sch	122 Allen & Robinson
	1879	
JAMES MAKEE	SS	244 T. R. Foster
(ex schooner IRIS)		
MALOLO	2m.Sch	133 Alexander & Co.
KAUIKEAOULI	2m.Sch	140 Allen & Robinson, Honolulu.

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1880
JENNIE WALKER 2m.Sch 137 Wm.Greig
C. R. BISHOP SS 281 T.R.Foster etc
LADY MINE 2m.Sch 58 S.F.pilots
AGGIE Sch.yacht 54
WRESTLER Bktn 470 C.Schnauer

At the end of 1880, after completing the WRESTLER, the Halls moved their shipyard to Port Blakely. The old mill at Ludlow had been torn down about 1877, after the death of one of its owners, and although construction of a new mill was begun at once, a subsidy from other Puget Sound mill owners kept it from cutting, in order to keep from flooding the lumber market. The new Hall yard was located alongside the Port Blakely Mill, on Bainbridge Island across the Sound from Seattle, and it was provided with up-to-date shipyard machinery, patterned after that used at Bath, Maine.

Henry K.Hall joined the firm in 1875, and continued to manage the shipyard operations after the death of Isaac in 1879. Most of the Hall vessels were built for the coasting lumber trade, and the Halls very early began to retain interests in them. W.G.Hall owned 1/8 of the JESSIE NICKERSON of 1874, for example; and with the REPORTER we note his entrance into the list of managing owners. From this time on, a large portion of the Halls' construction was on their own account, they retaining the management and a small interest and financing the rest among a wide circle of business friends.

When times were slack in the coasting lumber trade, other types of construction were undertaken. Thus, the PIO BENITO was built for trading to Central America, and a long series of small schooners was turned out for Thomas R.Foster, Allen & Robinson, Wm.Greig, Alexander & Co., and other Hawaiian operators of schooners in the inter-island trade.

Two larger vessels, the JAMES MAKEE and C.R.BISHOP, were also built for the inter-island trade. These two, like several others later built at Port Blakely, were completed and documented as schooners, and were worked under sail to San Francisco with cargoes of lumber. Here they had engines and boilers installed and were then handed over to their owners, who sent them to the Islands under the Hawaiian flag. For this reason, therefore, the JAMES MAKEE appears in official records as the schooner IRIS, and the C.R.BISHOP likewise as the

schooner KELPIE. These Hall-built steamers or steam schooners formed the backbone of the Inter-Island Steam Navigation Company when it was organized in the early 1880's.

These were the vessels built by the Halls at Port Blakely:

1881	
MARIA E. SMITH	3m.Sch 365 James Tuft
LOTTIE CARSON	3m.Sch 295 Dolbeer & C.
ANNIE LARSEN	3m.Sch 376 James Tuft
1882	
MAKAH	Bktn 699 S.C.Kentfield
JOHN SMITH	Bktn 588 Jn.Smith
ALCALDE	3m.Sch 321 P.Crack
HESPER	Bark 695 Hall Bros.
WILLIAM RENTON	3m.Sch 447 J.J.Smith
1883	
DORA BLUHM	3m.Sch 330 W.G.Bluhm
PLANTER	SS 500 I.-I.S.N.Co.
(ex schooner CAMILLA, 427 tons)	
ROSALIND	3m.T/S.Sch 288 Le Ballister
CORONA	3m.Sch 394 Hall Bros.
1884	
JAMES G. BLAINE	SS 590 I.-I.S.N.Co.
(renamed W.G.HALL)	
1885	
RICHARD RUSH	SS 459 Rev.Cut.Serv
M.S.BOWNE	3m.Sch 421 A.F.Paul
1886	
MIKAHALA	SS 353 I.-I.S.N.Co.
(ex schooner PLANTER)	
WAIALALE	SS 303 I.-I.S.N.Co.
(ex schooner KAUAI)	
COMET	3m.Sch 429 J.A.Hooper
S. N. CASTLE	Bktn 514 L.H.Hubbard
1887	
LIZZIE VANCE	3m.Sch 442 John Vance
FRED E. SANDER	3m.Sch 463 Hall Bros.
F.S.FEDFIELD	3m.Sch 469 Hall Bros.
ROBERT SUDDEN	Bktn 616 J.J.Smith
1888	
J.M.COLMAN	3m.Sch 463 J.McKinnon
E.K.WOOD	4m.Sch 520 James Tuft
ROBERT SEARLES	4m.Sch 608 Hall Bros.
OCEANIA VANCE	3m.Sch 435 John Vance
1889	
GOLDEN SHORE	4m.Sch 699 Hall Bros.
S.G.WILDER* (1887)	Bktn 600 A.H.Paul
ROBERT LEWERS	4m.Sch 732 R.Lewers
IRMGARD	Bktn 670 A.H.Paul
1890	
WANDERER	Stm.Tug 212
ALBERT	Bark 682 G.F.Smith
KING CYRUS	4m.Sch 717 James Tuft
CARRIER DOVE	4m.Sch 707 J.Jensen
SPOKANE	4m.Sch 639 P.S.Com.Co.

*built 1887; signal letters awarded 1889.

LOG CHIPS

1891

NETTOR 4m.Sch 600 J.A.Hooper
 PROSPER 4m.Sch 605 H.Madison
 J. H. TALBOT 4m.Sch 817 A.H.Paul
 ALICE COOKE 4m.Sch 782 Alice Cooke Co.
 ALOHA 4m.Sch 814 A.H.Paul

1892

BONITA 2m.Sch 78 S.F.pilots(7)
 WM. BOWDEN 4m.Sch 778 Hall Bros.
 LYMAN D. FOSTER " 777 Hall Bros.

1893

KELPIE 2m.Sch 11 yacht
 C. S. HOLMES 4m.Sch 430 Hall Bros.

1894

KE AU HOU SS 192 I.-I.S.N.Co.
 (ex schooner EYAS)

1895

NOKOMIS 4m.Sch 545 Hall Bros.
 JOHN A. CAMPBELL " 545 Hall Bros.
 OKANOGAN " 721 P.S.Com.Co.

1896

MAUNA LOA SS 850 I.-I.S.N.Co.
 (ex schooner JAMES SPIERS, 903 tons)
 INCA 5m.Sch 1014 Hall Bros.
 NOEAU SS 294 I.-I.S.N.Co.
 (ex schooner SCRAY)

1897

NOMAD 4m.Sch 565 Hall Bros.
 ANNIE M. CAMPBELL " 565 Hall Bros.
 ENDEAVOR " 565 Hall Bros.

1898

ERIC 4m.Sch 574 Hall Bros.
 KILOHANA SS 247(net)I.-I.S.N.Co.
 (ex schooner MAZAMA, 324 tons)
 MARY E. FOSTER 4m.Sch 950 J.A.Campbell

1899

WM. H. SMITH 4m.Sch 565 Hall Bros.
 WINSLOW 4m.Sch 566 Hall Bros.
 LOTTIE BENNETT 4m.Sch 566 Hall Bros.

1900

HELENE 4m.Sch 927 J.A.Campbell
 BAINBRIDGE 4m.Sch 566 Pt.Bl.Mill Co.
 LUTLOW 4m.Sch 762 J.A.Hooper
 RUTH E. GODFREY " 597 Hall Bros.

1901

JAMES TUFT 4m.Bktn 1274 Hall Bros.
 BALBOA 4m.Sch 777 Hall Bros.
 GAMBLE 4m.Sch 726 P.S.Com.Co.
 ALPENA 4m.Sch 970 J.H.Baxter
 SOPHIE CHRISTENSON " 675 Sudden & Chr.

1902

CAMANO 4m.Sch 730 P.S.Com.Co.
 H. K. HALL 5m.Sch 1237 Hall Bros.
 BLAKELY 4m.Sch 751 Pt.Bl.Mill Co.
 CAROLINE 4m.Sch 511 J.Knowland
 MABEL GALE 4m.Sch 763 M.Gale Co.

1903

GEORGE E. BILLINGS 5m.Sch 1260 Hall Bros.

The above is the official launching

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list of Hall Brothers, which was published in the Seattle "Marine Digest" in June 1940. Henry Hall (no kin) in his report on shipbuilding for the 10th Census has some material on Hall Bros., and there is more in his notebook in the Seaport Marine Museum. We published a transcription of the notes on Hall Bros. in "American Neptune" for April 1945, and it gives a list of the Port Ludlow-built vessels that agrees with the other.

The American Bureau "Record" lists Hall Bros. as builders of the 484-ton Yukon stern-wheeler SCHWATKA at Port Blakely in 1898, and there were two others built there at about the same time, the DALTON and WALSH, for which builders are not given. Further inquiry on these three stern-wheelers is indicated.

Four of the Port Blakely-built sailing vessels in the above list, the S.G. WILDER, S.N. CASTLE, IRINGARD, and ALBERT, were San Francisco-Honolulu packets. Of these, the IRINGARD has the best sailing record, with a time of 8 d. 20 hr. from San Francisco to Honolulu in April 1903. Several of the four-masted schooners, notably the ROBERT LEWERS, ALICE COOKE, ALOHA, MARY E. FOSTER, and HELENE, were built to carry lumber from the Northwest to the Islands, under the ownership of Lewers & Cooke, Allen & Robinson, and others.

The Port Blakely Mill Co. (Renton, Holmes & Co.) managed the BAINBRIDGE and BLAKELY (Lloyd's Register credits the mill firm with building the latter), and the Puget Sound Commercial Co. managed the SPOKANE, OKANOGAN (a baldheader), GAMBLE, and CAMANO. Both firms, in addition, owned small interests in practically all the schooners built for the Halls' management. The appendixes to Chapelle's "History of American Sailing Ships" give the building contracts of JAMES TUFT and CAROLINE; and the plans of these two and of INCA are also in the book. Model Ship Ways of Fort Lee, N.J., list in their catalog the plans of HELENE and MARY E. FOSTER.

The four-master W. H. SMITH should not be confused with the Bath-built full-rigger WILLIAM H. SMITH, which was later operated on the Pacific Coast as a five-masted schooner.

Winslow Hall died at San Francisco in 1898, and the office was then managed by George E. Billings. Billings was a native of Cazenovia, N.Y., who came to California in 1868 at the age of 18. He was first employed by a stationery and publishing firm, later opening his own business as Billings, Harbourn & Co. In 1877 he married Maria Hall, a niece of the shipbuilding Halls, and about

this time he joined the San Francisco office of Hall Bros.

After building the H.K.HALL in 1902, Henry K.Hall retired from active management of the yard, and his son, James Hall, took over. In 1903, with the GEORGE E. BILLINGS, building operations at Port Blakely ceased. The yard was moved to Eagle Harbor, an inlet just north of Port Blakely, to a place christened Winslow in memory of Winslow Hall, and was incorporated as the Hall Brothers Marine Railway & Shipbuilding Co., with James Hall as manager. Joining the Hall interests in organizing the new business were Pope & Talbot and the Port Blakely Mill Co., the idea being that the new yard would maintain the vessel fleets of the three founding groups. The American National Bank of San Francisco provided most of the capital required. In 1904, John L. Hubbard replaced James Hall as manager. We have compiled the following probably incomplete list of vessels built at Winslow by the new company:

1904 NORWOOD	Strm.Sch	760
1905 CORNELL	Strm.Sch	837
1906 DELHI	Passng.Strm.	986
1907 SHNA-YAK	Strm.Sch	839
1911 W.H.BANCROFT	St.h.SS	179
1912 A.B.CARPENTER	SS	142 Fishing
1913 ARCTIC	Strm.Tug	197
1914 ROBERT G. SEYMOUR	Gas mission boat	25
1915 SWINOMISH	Bucket dredge	(275 disp.)
1915 FERN	Strm.lighthouse tndr.	(237 ")

In June 1916 the yard was acquired by Captain James Griffiths of Seattle, who operated the Coastwise Steamship & Barge Co. It was renamed the Winslow Marine Railway & S.B.Co., and Hubbard continued as manager. The first work for the new ownership was on the steamer ANYOX, a bulk ore carrier of 1287 tons, which was also fitted with towing gear to serve as a prime mover in the barge fleet. The ANYOX was launched in August 1917, and the yard participated in further world war I shipbuilding only by serving under lease to D.W.Hartzell, Inc., of Seattle, who had a contract to install engines in a number of wooden freighters being built for the Emergency Fleet Corporation.

James Hall built a few small craft at Eagle Harbor, apparently independently of the incorporated shipyard, in the years before World War I. Two of these were:

1907 NOOTKA	Aux.ketch yacht	17
1909 VIGILANT	U.S.Eng.gas launch	22

During World War I, James W. Hall

served as general inspector of wooden shipbuilding in the Washington district for the Emergency Fleet Corporation; he died at Seattle in the late 1940's.

After World War I the Griffiths firm bought an incomplete wooden steamer hull which had been launched by Nelson & Kelez at Seattle, and had her completed at Winslow as the 2259-ton barge GRIFFSON. Other post-war work at the Winslow yard included:

1926 SUEJA III	Oil yacht	179
1927 QUILLAXUTE	Oil screw ferry	728
1928 CHAHUNTA	Diesel tug	101
1934 BROWN BEAR	Alaska Game Comm.	318
1935 TROJAN	Oil tug	63
1935 A.J.NO.3	Alaska-Juneau scow	271
1935 A.J.NO.4	" " "	271
1935 A.J.NO.4	" " "	271

All the vessels listed above were wooden, but in World War II the Winslow yard was converted to steel construction, turning out minesweepers for the U.S.Navy. The yard built four 215-footers, and then turned out two groups of 180-footers:

1942 PURSUIT	AM 108	215'
1942 REQUISITE	AM 109	215'
1942 REVENGE (ex RIGHT)	110	215'
1942 SAGE	AM 111	215'
1943 SALUTE	AM 294	180'
1943 SAUNTER	AM 295	180'
1943 SCOUT	AM 296	180'
1943 SCRIMPAGE	AM 297	180'
1943 SCUFFLE	AM 298	180'
1943 SENTRY	AM 299	180'
1943 SERENE	AM 300	180'
1943 SHELTER	AM 301	180'
1944 GARLAND	AM 238	180'
1944 GAYETY	AM 239	180'
1944 HAZARD	AM 240	180'
1944 HILARITY	AM 241	180'
1944 INAUGURAL	AM 242	180'

During World War II the yard was under the direction of J.J.Featherstone, general superintendent, and Edward A.Black, his assistant. After the war, Featherstone and Black organized their own firm, under the name of General Ship repair, and in 1947 they bought the Winslow yard. Since then it has been busy with repair and conversion jobs.

In 1903 the Hall fleet was turned over to George E.Billings to manage, although the vessels continued to fly the Hall house-flag: a white "H" on a blue and red burgee, divided vertically, blue in the hoist. The steam schooner SHNA-YAK was an addition to the fleet (continued on p.103)

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The Tune ship had 11 or 12 oars, and was about 65 ft. long. She had probably only 10 strakes of plank, with the 8th, the bilge strake, somewhat thicker than the others. She has a flatter bottom than the other two ships, her design evidently being intended to make her stiff under sail, in view of her low freeboard. Shown alongside the Tune ship are two of the three small boats found in the Gokstad ship-- beautiful ancestors of the whaleboat.

Nearer the water at Bygdøy is a great ship-house, built after the design of Norse ship-houses of the past, and inside is preserved the FRAM. Built by Colin Archer at Larvik in 1893, the FRAM was the first vessel ever designed to be deliberately frozen into polar pack-ice. She took Nansen on a drift north of Siberia nearly to the North Pole, and later carried Amundsen on his successful trip to the Antarctic that culminated in his attainment of the South Pole. By a national subscription, the FRAM was hauled high and dry here at Bygdøy and turned into a museum. Visitors may go aboard and all through the ship, whose housed topmasts reach to within a couple of feet of the high peaked roof.

The copper sheathing has been stripped off the FRAM's bottom, but otherwise she is in good shape, and should last for many years as a remarkable specimen of wooden naval architecture. Under the roof with her are displayed two pulling boats with Arctic background-- a sealing boat and a bottlenose whaleboat.

Closer by, in a parody of the Framhus, is KON-TIKI; while in the yard of the Sjøfarts Museum nearby sit two more relics of recent heroic Norwegian small-boat voyages. In one, a ship's lifeboat, a group of seamen escaped from Port Lyautey to Gibraltar in the early days of the war; while in the other, a fishing boat, a party made their way to Britain during the German occupation.

Within the Museum, in a room devoted to polar vessels, are large rigged models of the FRAM, MAUD, GJØA, and Shackleton's ENDURANCE, along with Archer's original drawings of FRAM and the builder's model of GJØA. Builder's models of merchant craft include bark HENTONE, built at Porsgrund in 1876 by Gunnar Knudsen; bark HENRIK LARSEN, also by Knudsen; bark VENERATA, built Arendal, 1800; bark PASSAT, built Arendal 1878 by Tellef Larsen; ship MINDSAY, built Tøns-

berg 1863 by A. Dekke; VISION; and two more unnamed. There are numerous other items: rigged models, relics, figureheads, and paintings. A couple of the latter, from the first decades of the 19th Century, are interesting in having a scale of feet included under the portrait.

Displayed also are builders' plans of a ship built at Risør in 1879, and lines of a bark built by Jens Biandi there in 1857.

The Museum issues a regular series of yearbooks, many back issues of which, out of print elsewhere, are on sale at the Museum.

We went to Bergen via the night train, a coal-burner that goes through too many tunnels for comfort; soot is everywhere. Bergen has several memorials to its seafarers; in the town square a four-sided monument honors the Vikings, the Hanse traders, the 19th Century sailors and whalers, and the tankermen of World War II.

Now part of the new Bergen University, the Bergen Sjøfartsmuseum has one of the finest regional nautical displays that we have encountered anywhere. Paintings and models both of deepwatermen and of fishing craft are outstanding. There is an apparently contemporary model of a ROYAL GEORGE, with a lion figurehead, study of which might shed more light on the Boston ROYAL GEORGE.

One painting shows the barkentine SATURN of 1878, with four staysails instead of a mainsail; another shows the jakt SKULDINGEN of 51 tons, which in 1863 sailed from Bergen to Chicago under Capt. Rathje Wesenberg.

There are only 8 or 9 half-models on display, but many others are stored; the Museum lost 60 in a warehouse near the waterfront during the war, when a German ammunition ship was blown up.

Fru Faegri, the present curator, showed us the library, which has a good collection of maritime works, including a run of the Norske Veritas registers. She also showed us the plan collection, which is the finest we have seen anywhere. Back in the days when Denmark ruled Norway, it appears, the plans of all new vessels had to be submitted to Copenhagen for approval before they could be licensed to carry a protective armament. The result was that the art of ship drafting was more highly developed in Bergen than in contemporary America or Britain, and consequently many beautiful plans of jagts, brigs, and snøws from about 1780 on

(continued, p.103)

THE SCHOONER 'ALVENA.'

Few East Coast-built sailing vessels can show as much active service as the schooner ALVENA. Built of wood at Fairhaven, Calif. by Hans D. Bendixsen, she was launched on 21 Feb. 1901 and was the last vessel built by Bendixsen before his retirement. We have already given a history of the Bendixsen yard in LOG CHIPS (v.1, p.87); ALVENA's owner was Joseph Knowland, a pioneer lumberman of San Francisco, who operated a mill on the Umpqua River at Gardiner, Ore., and owned a fleet of schooners.

The Knowland schooners were for the most part named for girls; who ALVENA's namesake was, we have not yet discovered, but she joined a fleet that included CAROLINE, IRVINE, BETULAH, LOUISE, LILY, LUCY, and SADIE. ALVENA was built for the coasting lumber trade, but later went offshore, and during World War I carried lumber and general cargo to New Zealand, returning to San Francisco with copra from the Fiji Islands.

She was a handy-sized schooner, lifting about 975,000 ft. of Douglas fir on a gross tonnage of 772 and dimensions of 186.4 x 39.7 x 14.3. In 1915 she was transferred with the rest of the Knowland fleet to the Gardiner Mill Co., as the Knowland family began to take more interest in publishing than in shipping. They now own the Oakland "Tribune," an afternoon paper widely read in the East Bay--Oakland, Alameda, and Berkeley. Joseph Knowland's son, Joseph Russell Knowland, served in Congress from 1904 to 1915, losing the Senate race in 1914; and his son, William Fife Knowland, was appointed to Hiram Johnson's seat in the Senate in August 1945, and was elected for the full term in 1946.

In 1920 the ALVENA took a cargo of redwood from Eureka to Adelaide, S.A., returning via Fiji with copra to San Francisco. In 1921 she was back in the coasting trade, running between Grays Harbor and San Pedro, with occasional charters to Honolulu. By the end of 1923 she was in the Honolulu trade exclusively, making three round trips in the 10 months between August 1924 and June 1925. She was then idle until November, when she was bought by Capt. A.C. Silvers of San Pedro, former master of the four-masted bark MUSCOOTA. He loaded her with 996,000 ft. of fir lumber, under charter to the Nettleton Lumber Co. at \$20, and she left Grays Harbor for Miami on 8 Dec.

The passage to Panama took 90 days, the schooner arriving short of food and water,

and she finally reached Miami on 2 April, 1926. Here she was sold, cargo and all, to Thomas M.C. Bram of Jacksonville. Bram had been mate of the barkentine HERBERT FULLER when the master and his wife were murdered, and did a term in Atlanta. He managed to find work for the ALVENA for the next 10 years; but in 1936 she ran into a lightship, and was sold for about \$2500 to New York owners. Three years previously she had been ashore at Bermuda, but was refloated without much damage.

Mr. F.E. Bowker of Rutland, Vt., who was in a number of East Coast schooners in the years before World War II, wrote us the following concerning ALVENA:

"In 1937 I was in her during her last three voyages. Of all the vessels I have sailed in the ALVENA rates highest with me, being a regular clipper in any wind. She was old and very leaky, and her rigging was bad, but with a quartering wind I have often seen her log a steady 11 or 12 knots, deep loaded with coal.

"When they brought her to this coast, they shortened her topmasts, and gave up carrying her spanker topsail (ringtail). She had no spanker gaff. When I was in her she carried 1000 tons of coal, but had carried 1200 tons before, and the Captain told me her log showed she had once taken 1400. After she hit the lightship she was sold to members of the Blanchard Lumber Co. of Boston.

I was in her when she had to be left in Nova Scotia, being too badly strained to load lumber and get back to Boston."

After a year in the Canada-New York lumber trade, as described by Mr. Bowker, ALVENA was sold to Canadian owners in March 1938. In June 1939 she was reported resold to become a dime & dance ship at Moncton, N.B., and about this time she was renamed CAPE FORCHU for a headland off Yarmouth, N.S. A little later she was reported as a float-dancehall at Shediac, N.S., and Lloyd's Register lists her owners in 1939 as The Seaboard Shipping Co. and in 1940 as Mrs. E.C. Young, both of St. John.

ALVENA's last owner was Mr. Joseph Simon, of Halifax, N.S., who writes us:

"I purchased her prior to the outbreak of the second world war. I towed her to Halifax, and she was moored at Bedford Basin and used as a barge during the war storing valuable submarine telegraph cables. Shortly before the war ended, when she was not required any further for the job of storing cables, she was presented to the Canadian

Navy, who used her as a target ship.

"The last I heard of her, they had seven ships firing at her. Contrary to general belief that a few well-placed shots would see her disintegrate, she withstood all the shelling until her deck was awash. Then she had to be towed and beached and blasted to pieces afterwards.

"I still have the brass capstan head cover with the name of ALVENA, built by H.D. Bendixsen in 1900."

LOG OF A FLYING TRIP (contd. from p.101) were preserved among the papers of several Bergen shipbuilders and eventually found their way to the Museum. Some of these men had worked in America in the '50's, and there are plans of the yacht AMERICA and of McKay's FLYING FISH in the collection.

Like the Oslo museum, the Bergen museum issues annual publications, and we came away with an armful.

We took the sooty train back to Oslo that night; then flew Oslo-Copenhagen-Hamburg-Frankfurt, and then by a Navy plane to Keflavik in Iceland, Jostover in Massachusetts, and finally to Andrews Field, a couple of miles from home.

HALL BROTHERS AND THEIR SHIPS (contd.) ... in 1907, and the JOHN SMITH was brought under the Billings management about this time. Other additions included Flint & Co.'s Bath-built schooner ALICE McDONALD about 1908 and the Bendixsen-built ALBERT MEYER in 1916.

In 1917 several of the schooners were transferred to Burns-Philp Co. of San Francisco, a subsidiary of the Sydney trading firm, and they ran between the Pacific islands and San Francisco, taking lumber, case oil, and canned goods down and returning with copra.

Henry K. Hall died in 1909 and George E. Billings in 1929, by which time all the remaining vessels of the fleet were laid up and for sale. The last of them became fishing barges (or gambling barges) off Southern California, though others, like the C.S. HOLMES, LOTTIE BENNETT, and WILHELM SMITH, which had been sold previously, remained in commission as Arctic traders, Bering Sea codfishers, or in other occupations until World War II, and then performed useful service with the colors. The firm of George E. Billings & Co., insurance brokers and average adjusters, is still in business in San Francisco.

SAILING SHIP NEWS

C.A. THAYER, 3m. Sch. Did not fish 1951; in July was beached at spring tides at Paulsbo for bottom painting.
CHARLES R. WILSON, 3m. Sch. At Paulsbo in July 1951, still rigged.
ERNESTINA, Port. 2m. sch. Rolled out her masts in a calm in an inter-island trip, so failed to make 1951 voyage to U.S.
FOZ DO DOURO, Port. m/v. March 1951 was laid up in Tagus.
MADALAN, Port. aux. bgn. 10 Nov. left Providence, R.I., for C.V. Is.; 48 pass. and genl. cargo. Has been sold to Dr. H.W. McCormick of New York for a world cruise. Built as ILLYRIA at Lussinpiccolo in 1928 for the Crane plumbing fixture family, she was renamed MALAINA in 1933 by Geo. Moffet, N.Y. In 1940 R.A. van Clief, Norfolk, Va., renamed her MADALAN. WSA took her over for the Coast Guard in 1943; she reverted to van Clief's estate in 1945, and was sold to John B. Pontes four years ago, going under the Portuguese flag in 1949. McCormick plans to use her as a 'floating university', and Count von Luckner is associated with the venture.

SAGRES, Port. tr. bark. March 1951 in commission at Lisbon.

SANTA CLARA, Cuban m/v (ex 3m. sch IRENE MYRTLE). 21 Dec. 1950 foundered off La Ceiba.

WAWONA, 3m. sch. Recently in Lake Union, for sale.

(With thanks to Gordon Jones, Alan Villiers, Giles Tod, and Robert H.I. Goddard)

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BOOK REVIEWS

VILLIERS, Alan, "The quest of the schooner ARGUS; a voyage to the Banks and Greenland," 348 pp; 59 ill; index. Charles Scribner's Sons, New York, 1951.

As all readers of LOG CHIPS are aware, Alan Villiers spent the 1950 fishing season with the Portuguese salt cod fleet, mostly in the four-master ARGUS, and here is the story of his adventures. The ARGUS fished with long-lines from 53 one-man dories. Half her dorymen were engaged at Ponta Delgada, in the Azores, where her owner has interests; the rest were from the Algarve, in southern Portugal. Among the latter was the high-liner of all Portugal, who has been in the ARGUS ever since she was built.

The Banks fishery now extends far up into Davis Strait, where a series of shoal grounds near the Greenland coast is nourished by the Greenland Current from around Kap Farvel. The ARGUS went to St. John's for bait, fished the Grand Banks, put into Sydney, N.S., for bait again, and then went through the Straits of Belle Isle to the northern banks. Bait, weather, and the depredations of the draggers are all problems of the present-day dory fishermen. Villiers sets this all down in his fascinating style, and illustrates it with a series of remarkable photographs.

The Portuguese are intensely nationalistic, and have some traditions than cannot be supported by documentary sources; it is doubtful if Harvard's history department will accept the Portuguese claims that they fished the Grand Banks before 1492; and it is even more doubtful if any New Englander will accept the description of the Gloucester fishery as an offshoot of the Portuguese.

We have one mechanical complaint about the book. Although it was "printed in America", it has apparently been offset from type set in Britain. The result is irritating in the rather gray impressions; in the British spellings like *litre*, *barquentine*, and *harbour*; and in the somewhat tipsy alignment of many pages.

THOMAS, Capt. Charles W., USCG, "Ice is where you find it," 378 pp; 39 ill; 5 charts; index. Bobbs, Merrill & Co., New York, 1951.

Captain Thomas commanded the Coast Guard cutter NORTHLAND in the Greenland Patrol in 1943, and later took the new ice-breaker

NORTH WIND. In her, after the war, he participated in the 1946-47 "Highjump" operation to the Antarctic, and later in the Bering Sea patrol. During the latter, he was enrolled as a graduate student in oceanography at the University of Washington, and his method of sampling an ice-floe was to ram it with his ship until a broken section was upended alongside, after which it was a simple matter to take specimens at every few inches of thickness from the original surface to the bottom.

The 1943 and 1944 operations in Greenland and Jan Mayen waters were largely for control of the weather. Alpine glaciologists and meteorologists were planted by the German forces by sealer and by submarine (one of which unsuccessfully tried to torpedo the NORTHLAND in the ice), and the Greenland Patrol's job was to root them out.

Captain Thomas writes of all this without false heroics, in the straightforward manner in which he writes his official reports. We have long been an avid reader of the latter, and are glad to recommend his book to the general reader.

HEWSON, J.B. (Cdr. RNR Ret.), "A history of the practice of navigation," viii, 270 pp; ill; index. Glasgow, Brown, Son & Ferguson Ltd., 1951.

This is a workmanlike and simply written history of the development of navigation in Europe. It would be a good book for writers of historical novels dealing with the sea to keep handy, as it might help prevent some gross anachronisms from being introduced into their products.

There is nothing in it on the Polynesians, however; and we looked in vain for a clear description of how a traverse board was operated.

IRISH PENNANTS MORE ON MATTHEW TURNER AND HIS SHIPS

Subsequent to working up the list in the last number of LOG CHIPS, we ran across a letter written as in 1940 by the late Nelson Andrews, in which he mentioned that Captain Turner built the DORA, KARLUK, BERTHA and JEANETTE, and stern-wheelers FRUTO, LEAH, and ALICE for the Alaska Commercial Co. No. 196 on p. 94, therefore, is undoubtedly the 429-ton stern-wheeler FRUTO, which is listed as built at Oakland in 1899. Likewise No. 179 is probably the 400-ton ALICE listed as built in 1895 at St. Mi-

chaels, Alaska. Nos. 195 and 197, BESSIE H. and ALICE RIX, are still not cleared up, however.

NO FOUR-MASTER NAMED GEORGE TAULANE

Lew Parker points out that we have been perpetuating an error in the signal letter section of "Merchant Vessels of the U.S." for 1892 concerning the schooner AGNES MANNING. The name of George Taulane, her managing owner, somehow got into the wrong column, but the schooner was AGNES MANNING from the first. Pages 19 and 128 of vol. 1 should be corrected accordingly and a second AGNES MANNING entered on p. 94.

MORE ON DIAGONAL BUILDING

In amplification of our story on p. 77, H. I. Chapelle writes us: "This style of construction became practically standard in New Zealand and Australia, and I have a complete file on the methods employed, which supposedly are those introduced by White.

"A number of the Transportation Corps craft built there in the last war were on the diagonal build. The diagonal construction is now used in many of the Royal Lifeboat Institution's surf-boats and power lifeboats. The construction is really a fore-runner of the basic principles of the "molded plywood" construction now so popular in small boats in production manufacture."

The recent history of the Washington Navy Yard "Round-shot to Rockets," has some particulars of the 10-gun schooner EXPERIMENT, built at the Yard in 1831. She was designed by Samuel Humphreys with "multi-layered diagonal planking instead of conventional construction. This eliminated in theory the need for extensive frames, beams, and strakes." Special 4" or 5" copper spikes were made to nail the outer planking to the inner, and special copper nails for the several layers of plank on the deck.

The EXPERIMENT proved to be a poor sailer and worked excessively; she was considered oversparred for her size and construction. She was laid up as a receiving ship in 1840 and sold in 1848.

MORE ON KRUSE & BANKS

We mentioned on page 5 of this volume that we possibly lacked one name out of the list of 10 wooden steamers built by Kruse & Banks for the U.S. Shipping Board. Lloyd's Register for 1919 lists the 2500-ton barge YALINAX as built by them for the Board, and this probably is the missing name.

IRON & STEEL SAILING VESSELS

BUILT IN GERMANY

We commence this month in LOG CHIPS a comprehensive listing of iron and steel seagoing sailing vessels built in Germany. The basis for it is a study by Professor W. Laas in the 1907 Jahrbuch der Schiffbautechnischen Gesellschaft, which has been brought up to date from Lloyd's Register, Lubbock, and other sources. Dr. Jürgen Meyer of Kiel has supplied many additional data, adding to the Laas list, and considerably improving our coverage of the post-War I period.

Iron shipbuilding in Germany commenced as far back as 1844, when the centerboard brig HOFFNUNG ("Hope") was built at Ruhrort on the Rhine by Jacob Haniel & Huyssen for Alexander Seydel. The iron bark FORTSCHRITT ("Progress") was built there the following year for the same ownership.

The next iron sailing vessel built in what later became Germany was the bark DER ORIENTALE, 340 tons, at Rostock in 1854 by A. Tischbein for P. Burchard & Co., Rostock. She capsized and sank two years later at Rangoon, and in 1857 the Burchard firm had Tischbein build the 360-ton auxiliary iron bark HERZOGIN MARIE, lost in 1858.

In 1858 the Reihersteig Schiffswerft of Hamburg built the DEUTSCHLAND for the Hamburg-American Line, the first of a long series of iron sailing vessels built by that early firm. Blohm & Voss of Hamburg commenced operations in 1880, the iron bark FLORA being their first product, and by the middle of the 1880's most German shipyards had turned to iron construction. The last to convert was the Rickmers yard at Geestmünde, which built the 1771-ton wooden full-rigger ETHA RICKMERS in 1890, following her in 1894 with the first ALBERT RICKMERS, a steel four-masted bark.

The first steel German sailing vessel seems to have been the barkentine HEDTIG of 1885, and not until the barks PROMPT and POTRIMPOS of 1887 were more produced.

The first German four-masted bark was the RICHARD WAGNER of 1886, which was the largest German-built sailing vessel until 1892. In 1895 came the five-masted bark POTOSI of 4026 tons, and in 1902 the 5081-ton five-masted full-rigger PREUSSEN, the only example of her rig ever constructed. Another five-master was the R. C. RICKMERS, which had a powerful steam engine for auxiliary. The list starts on the next page and will be concluded in January. Its arrangement is inverse chronological.

IRON AND STEEL SAILING SHIPS LAUNCHED IN GERMANY

(All steel on this page)

Abbreviations: Bh Bremerhaven Bo Boizenburg Br Bremen Hm Hamburg
 Ge Geestmünde Kl Kiel Lu Lübeck Ne Neustadt
 Ol Oldenburg Re Rendsburg St Stralsund WG Wesermünde-G

Name	Rig	Tons	Builder	Owner
Later name	Year	Owner	given by	Fate
			Year built	
			1941	
DEUTSCHLAND	(Bark)	1600-D	Blohm & Voss, Hm	German Navy
			(never rigged; scuttled 1946 in Skagerrak with gas shells)	
			1938	
MIRCEA	Aux.Bark	1604-D	Blohm & Voss, Hm	Rumanian Navy
			1937	
ALBERT LEO SCHLAGETER	Aux.Bk.	1634-D	Blohm & Voss, Hm.	German Navy
GUANADARA		1948	Brazilian Navy	
			1936	
HORST WESSEL	Aux.Bark	1634-D	Blohm & Voss, Hm.	German Navy
EAGLE		1945	U.S.Coast Guard, New London, Conn.	
			1933	
GORCH FOCK	Aux.Bark	1354-D	Blohm & Voss, Hm.	German Navy
TOVARITSCH		1949	Soviet Government	
			1932	
JADRAN	Aux.3m.T/S Sch	720-D	H.C.Stülcken Sn, Hm.	Jugoslav Navy
MARCO POLO		1941	Italian Navy	
JADRAN		1845	Jugoslav Navy	
			1931	
HUSSAR (Yacht)	Aux.4m.Bk	2323	Germaniawerft, Kl.	Mrs.Marjorie Post Hutton,
SEA CLOUD		1935	Mrs.Marjorie Post Davies, N.Y.	N.Y.
			1927	
FLOTTEBEK	Aux.4m.Sch	320	Neustädter Slip GmbH, Ne. Baltische SSR GmbH, Lu.	
			Lost 5 Sept.1935.	
LÜBECK	Aux.4m.Sch	320	Neustädter Slip GmbH, Ne. Baltische SSR GmbH, Lu.	
SCHULSCHIFF DEUTSCHLAND	Ship	1257	J.C.Tecklenborg AG, Ge. Deutscher SS Verein, Ol.	
BUTGERMEISTER SMIDT		1949	(restaurant, Bremen)	
SCHULSCHIFF DEUTSCHLAND		1950	training ship	
			1926	
PADUA	4m.Bark	3064	J.C.Tecklenborg AG, IG F.Laeisz, Hm.	
KRUSENSTERN		1947	Soviet Government	
			1923	
CATHERINE STEIN	Aux.3m.Sch	483	Werft Nobiskrug GmbH, Re. J.H.Jensen, Hm.	
GUSTAV STEIN	Aux.Bktn	548	Geo.Schuldt, St.	J.P.Jensen, Hm.
			1922	
ADOLF VINNEN	Aux.5m.Sch	1860	Fried.Krupp AG, Kl.	F.A.Vinnen & Co., Br.
CARL VINNEN	Aux.5m.Sch	1827	Fried.Krupp AG, Kl.	F.A.Vinnen & Co., Bremen
CHRISTEL VINNEN	Aux.5m.Sch	1859	Fried.Krupp AG, Kl.	F.A.Vinnen & Co., Br.
SUSANNE VINNEN	Aux.5m.Sch	1859	Fried.Krupp AG, Kl.	F.A.Vinnen & Co., Br.
PATRIA		1930	Soc.di Nav Nazzario Sauro, Genoa	
IMPERATORE		1938	Elisa Truscello, Genoa	
ERNER VINNEN	Aux.5m.Sch	1859	Fried.Krupp AG, Kl.	F.A.Vinnen & Co., Br.
			1921	
ANTJE	Aux.3m.T/S Sch	196	Germaniawerft, Kl.	Builders
EDDA	Aux.3m.T/S Sch	196	Germaniawerft, Kl.	Builders
MAGDALENE VINNEN	Aux.4m.Bk	3476	Fried.Krupp AG, Kl.	F.A.Vinnen & Co., Br.
KOHLER ODOROT JOHNSEN		1936	Norddeutscher Lloyd, Br.	
?		1946	Russian	
OTTILDE	Aux.3m.T/S Sch.	196	Germaniawerft, Kl.	Builders
PALANGA	Aux.3m.T/S Sch	196	Germaniawerft, Kl.	Builders
RHEINLAND	Aux.3m.Sch	433	D.I.Kremer & Sohn, Elmshorn. Rheinland GmbH, Hm.	
JOHN MANNING		1925	John Manning, N.Y.	

1920

ANNEN Aux. 3m. T/S Sch 456 Germaniawerft, Kiel Builders
 BUCKAU Aux. 3m. T/S Sch 455 Germaniawerft, Kiel Builders
 BADEN-BADEN 1927 Flettner Rotosch. GmbH, Hm. Lost Caribbean Nov. 1931.
 DATTELN Aux. 3m. T/S Sch 456 Germaniawerft, Kiel Builders
 FRANZISKA KIMME Aux. 4m. Sch 786 A/G Weser, Br. F. Kimme, Bh.
 (started 1918 at Danzig Navy Yard for Imp. German Navy as destroyer S-178)
 GAARDEN Aux. 3m. T/S Sch 456 Germaniawerft, Kiel Builders
 GEORG KIMME Aux. 4m. Sch 786 A/G Weser, Br. (ex S-179) F. Kimme, Bh.
 HAMM Aux. 3m. T/S Sch 452 Germaniawerft, Kiel Builders
 PALOH 1924 Buyn & Co., Batavia.
 KALLISTO Aux. 3m. T/S Sch 439 Germaniawerft, Kiel Anshutz & Co., Kiel.
 PRIJALL 4m. Bk. 3185 Blohm & Voss, Hamburg F. Laeisz, Hamburg
 LAUTARO (aux) 1941 Chilean Navy, Valparaiso. Lost by fire 28 Feb. 1945

1918

HELGOLAND Aux. 3m. Sch 470 Ver. Elbe, Boizenburg W. Schuchmann, Ge.

1916

FIMMO Aux. 3m. Sch 464 F. Lemm, Boizenburg I. Schuchmann, WG
 POLA 4m. Bark 3116 Blohm & Voss, Hamburg F. Laeisz, Hamburg
 RICHELIEU 1924 SA Les Navires Ecoles Francais, Nantes. Scrapped at Baltimore c. 1933

1914

GROSSHERZOG FRIEDRICH AUGUST Aux. Bark 1701 J.C. Tecklenborg, Ge. Deutscher SS Verein, Ol.
 STATSRAAD LWE KUHL 1921 Bergens Skoleskibsstyre, Bergen.

1911

PASSAT 4m. Bark 3091 Blohm & Voss, Hamburg. F. Laeisz, Hamburg
 PEKING 4m. Bark 3100 Blohm & Voss, Hamburg F. Laeisz, Hamburg
 ARETHUSA 1932 Shaftesbury Homes & T/S Arethusa, London.

1909

PRINZESS WITEL FRIEDRICH Ship 1566 Blohm & Voss, Hamburg. Deutscher SS Verein, Ol.
 COLBERT 1925 SA Les Ecoles Navires Francais, Nantes
 POMORZE (aux) 1929 Polish Government
 DAR POMORZE 1930 Polish Govt., Ministry of Industry & Commerce, Gdynia
 STURMVOGEL II 3m. Sch 141 A/G Neptun, Rostock Capt. W. Hanff, Hm.

1908

L'AVENIR 4m. Bark 2738 Rickmers A/G, Bh. Assn. Mar. Belge, Antwerp
 ADMIRAL KARPTANGER 1937 Hamburg-Amerikanische Paketf. A/G, Hm. Missing '38.
 VILA VELEBITA Bgn 257 Hovaldtsverke, Kl. Rl. Croatian Naut. Sch, Buccari.

1906

R. C. RICKMERS Aux. 5m. Bark 5546 Rickmers A/G, Bh. Builders
 NEATH 1914 British Admiralty, London. Submerged 1917

1905

ALBERT RICKMERS Bark 2030 Rickmers A/G, Bh. Builders
 PENANG 1912 F. Laeisz, Hamburg Submerged June 1940
 PAMIR 4m. Bark 3020 Blohm & Voss, Hamburg F. Laeisz, Hamburg

1903

PANGANT 4m. Bark 3054 J.C. Tecklenborg, Ge. F. Laeisz, Hm. Sunk 1913.
 PETSCHILI 4m. Bark 3087 Blohm & Voss, Hm. F. Laeisz, Hm. Lost 1919.

1902

HERZOGIN CECILIE 4m. Bark 3242 Rickmers A/G, Bh. N.D. Lloyd, Br. Lost 1936.
 PRUSSEN 5m. Bark 5031 J.C. Tecklenborg, Ge. F. Laeisz, Hm. Lost 1910.

1901

GROSSHERZOGIN ELISABETH Ship 1260 J.C. Tecklenborg, Ge. Deutsch. SS Verein, Ol.
 DUCHESSE ANNE 1946 French Navy, L'Orient (floating barracks)

ADELHEID	3m.Sch	244 G.Lühring, Hammelwarden	
ALDA	1913	T.M.Thonassen, Mandal.	
PICTONIAN (rebuilt Trenton, N.J., 1922)			
	1898		
EDUARD	Bktn	474 S. v. H. Koch, Lübeck	Seetzen Gebr., Hamburg
MABEL RICKMERS	Ship	2065 Rickmers A/G, Bh.	Builders.
WINTERHUDE		Schlichter & Maack, Hamburg	
SELMA HEMSOETH	1924	Nielsen Hemsoeth A/G, Hamburg	
WINTERHUDE	1925	Gustaf Erikson, Mariehamn.	1949 scrapped Hamburg.
	1897		
ERIK RICKMERS	Ship	1952 Rickmers A/G, Bh. Builders.	Lost Oct. 1899
	1896		
CARL	3m.Sch	445 F. J. Jencke, Bh.	Seetzen Gebr., Hamburg
RICKMER RICKMERS	Ship	1980 Rickmers A/G, Bh. Builders	
MAX		C. Krabbenhöft & Bock, Hamburg	
FLORES	1917	Portuguese Government	
SAGRES	1923	Portuguese Navy	
	1895		
POTOSI	5m. Bark	4026 J. C. Tecklenborg, Ge.	F. Laeisz, Hamburg
FLORA	1923	Gonzalez, Soffia & Co., Valparaiso.	Lost 1926.
	1894		
ALBERT RICKMERS	4m. Bark	2395 Rickmers A/G, Bh. Builders	
HERZOGIN SOPHIE CHARLOTTE	1901	M. D. Lloyd, Br.	Broken up, 1924.
BEETHOVEN	Ship	1789 J. C. Tecklenborg, Ge.	F. Tecklenborg, Bremen
OSORNO	1898	N. H. P. Schuldt, Hamburg	
PIRNA	1907	F. Laeisz, Hamburg	
LIGNUM	1916	Schiffahrts Ges. Lignum mbH, Hamburg	
PINUS	1919	F. A. Schost & D. A. Homann, Hamburg	
PERU	Ship	2191 Bremer S. B. Ges., Vegesack.	Tidemann & Co., Br.
FRITZ		C. Krabbenhöft & Bock, Hm.	
	1893		
ANNA SCHJALBE	Bark	797 Möller & Holberg, Stettin.	H. Bauer, Rostock
VIGANELLA	1900	Mentz, Decker & Co., Hamburg.	
CHILE	Ship	2193 Bremer S. B. Ges., Vegesack	Tidemann & Co., Br.
FRITZ SMITH		(Norway)	
MAIPO	Ship	1770 J. C. Tecklenborg, JG	N. H. P. Schuldt, Hm.
PHOS	Bark	1652 Stettiner A/G, Stettin.	E. Collett, Oslo.
NORDSEE	1914	Carl Bech & Co., Tvedestrand	
FJONG	1916	A/S Fido (Mathias Hansen, mgr),	Kristiansand
SCHLIEMANN	Ship	1726 J. Lange, Vegesack.	D. Cordes & Co., Br.
			Lost Dec. 1893
	1892		
AMAZONE	Bark	1404 G. Evers, Lübeck	G. Bolte, Elsfleth
ANKA	Bark	1467 S. v. H. Koch, Lübeck	J. H. E. tom Dieck, Elsf.
ANTUCCO	Bark	1532 Blohm & Voss, Hamburg	N. H. P. Schuldt, Hm.
ATLANTIC	Bark	1087 J. A. Kiewitter, Danzig	G. Eilers & Sn, Drake
D. H. WATJEN	Ship	2196 Bremer S. B. Ges., Vegesack	D. H. Watjen & Co, Br.
ORLANDA	1913	Roderi A/G von 1896, Hamburg	
ELISABETHA	Bktn	321 Schöner, Jensen & Co, Tönning.	N. H. Svarrer, Nord.
MARIE	Bark	410 Schöner, Jensen & Co., Tönning.	Zerssen & Co, Tön.
ADMIRAAL TROMP	1897	J. Nienhuys, Amsterdam	
MARTHA	Bark	412 Schöner, Jensen & Co, Tönning.	Knudsen & Nissen
MERCUR	3m. Sch	349 Howaldtsverke, Hl.	C. Sodermann, Stralsund
NYPHE	Ship	2190 Bremer S. B. Ges., Vegesack.	Gildemeister & Ries, Br.
OLGA	Bark	1178 S. v. H. Koch, Lü.	E. tom Dieck, Elsfleth
HEBE	1902	Henn. Hansen, Lillesand	
PHILADELPHIA	Ship	1305 J. C. Tecklenborg, Ge.	Joh. Jallenstein, Ge.
ASKIPOT	1917	Thv. B. Heistein & Spöner, Kristiansand.	

(to be continued on p. 117)